

WILSON LACKS ONE VOTE ON SHIP BILL

If He Could Get It, the Measure Would Have a Chance of Passage.

OUTLOOK IS FOR DEFEAT

WASHINGTON, Feb. 6.—Democratic leaders in the Senate confessed today that with the arrival of Senator Newlands on Monday they will be still one vote short of the necessary number to recommit the ship purchase bill to instructions that will insure its being reported back to the Senate amended to please the Progressive Republicans. Senator Newlands has been sending telegrams from points along the route that he will be here not later than Monday and expects to arrive early enough that day to participate in the voting.

The Senate was not in session today and there was very little activity in regard to the ship bill. Leaders agreed yesterday to take no further steps until Monday.

It was the judgment today that a vote would be cast on Tuesday on a motion to recommit absolutely and that a vote would then follow on Senator Gore's motion to discharge the Commerce Committee from further consideration of his bill, which carries the amendments demanded by the Progressive Republicans. The Gore motion will not be reported out because of the opposition of the Democrats. The Gore motion will be reported out because of the opposition of the Democrats.

The effect of the adoption of the Gore motion will be to kill the pending ship purchase bill for this session. It is conceded that unless the Commerce Committee is instructed to report it back it will be buried in the Commerce Committee.

All the Republican members of the committee are opposed to it and three of the Democratic members are included in the seven Democratic members who have gone on record in favor of recommitting the measure. They will not vote to report it out because their objections to it are fundamental. These Senators are Clarke, Bankhead and Vandenberg.

If the Gore bill can be brought before the Senate direct by the adoption of the motion to discharge the Commerce Committee from its consideration the fight to pass a ship purchase bill will in the future revolve around the Gore measure.

The advocates of the ship purchase bill feel confident of obtaining the votes of three Progressive Republicans—La Follette, Kenyon and Norris. The best the ship bill advocates hope for is a tie vote, which the Vice-President is expected to decide in their favor.

A few of the more ardent Administration Senators insist in their talks for publication that they will go on with the fight to pass the ship bill. Some declare they are in favor of an extra session, if necessary, but there is an undercurrent of discontent on the Democratic side and several of the more conservative Senators say that, if necessary, they will put through a motion to displace the ship bill with one of the regular appropriation bills and that once displaced it never will come up again.

The river and harbor bill has already been ordered reported and the post office appropriation bill will be reported to the Senate Monday by Senator Bankhead, who may move to proceed to its consideration on Tuesday.

Some of the Democratic Senators who have been standing by the President on the ship bill indicate they will not follow him in support of the Gore bill.

There was nothing in the situation today to warrant a change in the estimate heretofore made in these dispatches that the ship purchase bill is dead for this Congress.

Even if the Gore bill is brought before the Senate and substituted for the pending bill the Republicans will continue the filibuster up to March 4 at noon, if necessary, at which time the Congress will expire by limitation of law.

In a letter congratulating Senator Pendergast of Washington on his attitude toward the motion to recommit the ship purchase bill, ex-Senator Jonathan Bourne of Oregon characterizes the President's effort to force action by Congress as "unjustifiable."

Mr. Bourne congratulated Senator Pendergast as "one of our consistent advocates of legislation in support of the representative government" for his cooperation with other Republican Senators and a few independent Democrats in recommitting the President's efforts to dictate to Congress what legislation shall be enacted.

EXTRA SESSION DOUBT.

President May Decide in the Next Few Days.

WASHINGTON, Feb. 6.—An early decision is expected from President Wilson and his advisers on the subject of an extra session of Congress. The matter has been put squarely before the President, with definite notice from leaders in Congress that the decision cannot long be delayed if the way is to be cleared for legislative action on the ship purchase bill before March 4.

It rests with the President to decide whether he believes it worth while to call Congress in extra session as the price of continuing the consideration of the ship purchase bill indefinitely at the present session.

An opinion which comes from a source close to the President is that Mr. Wilson will regard the fate of the ship purchase bill as decided by events of the next few days. If the measure is not passed by that time it is said that the President will favor turning to the consideration of the fiscal bills at the sacrifice of the ship bill.

There are fourteen appropriation measures, including the naval and rivers and harbors bills, to be passed by the Senate and it is said that the latter measures cannot be passed without considerable debate.

SEES WAR IN SHIP BILL.

Either That or a "Gold Brick," Says Senator Hardwick.

PITTSBURGH, Feb. 6.—"Uncle Sam will buy a war or a gold brick," if the pending ship purchase bill becomes law, Senator Thomas W. Hardwick of Georgia told the Chamber of Commerce here tonight. He added:

"There is a growing movement in this country not confined to any party, but with adherents in all parties, to launch the Government into various forms of private business. The ship purchase bill is just another manifestation. The traditional policies of both the Democratic and Republican parties are opposed to such manufactured articles and the conservative thought of the country will never support it."

CZAR AND KAISER AT FRONT.

Former in Central Poland, Latter on Way to Eastern Border.

LONDON, Feb. 6.—It is officially announced in Berlin that the Kaiser is on his way to the eastern front, going by way of Czenstochowa, just east of the Russian frontier.

The czar of Russia has joined his troops in central Poland and is believed to be near the front northwest of Warsaw, probably at Novo Georgievsk.

The Week in the War

SUNDAY, January 31.—Germany, putting into practice Admiral von Tirpitz's policy of attempting to starve England by sinking her cargo carriers, sinks three British merchant steamers in the Irish Sea by the use of submarines. The French admit a severe defeat in the Argonne, with the loss of 200 yards, but gain north of Lombardzde, in Flanders. The Russians begin an offensive west of Warsaw.

MONDAY, February 1.—The French Admiralty announces that German submarines have sunk two British merchant vessels off Havre. London "Daily Mail" says Baron von Burián, for Austria, has informed German statesmen that Austria will be ruined unless Germany will make peace on terms involving a partial disarmament and the surrender of Alsace. The Russians say their advance in East Prussia continues. The German War Office claims the capture of French trenches between La Bassée and Bethune.

TUESDAY, February 2.—Geneva hears that the Austrians suffered an overwhelming defeat near Tarnow, in western Galicia, losing 12,000 men. The Germans claim further gains west of Warsaw. The French assert the Germans were repulsed with heavy losses in attacks between La Bassée and Bethune.

WEDNESDAY, February 3.—French report that the British repulsed heavy attacks at Guinchy. The Germans begin a new drive on Warsaw, Petrograd says, and have been temporarily successful in an advance on Sochaczew. Amsterdam says the German General Staff warns all neutral shipping to avoid the northwest coast of France because German plans operations against British transports.

THURSDAY, February 4.—The Russian General Staff announces victories over Austro-German forces in the Dukla and Uszok passes in the Carpathians, a continuance of the advance in Hungary. The Germans announce the capture of Goumline, west of Warsaw. In the west the Germans attacked in several places. On the River Aisne, north of Albert, they used fire rafts in an effort to destroy the French bridges. The French say all attacks were repulsed. The Turks reached Tonnoum, on the Suez Canal, but were repulsed.

FRIDAY, February 5.—The British Foreign Office announces that in view of Germany's decision to confiscate all foodstuffs the American steamship *Wilhelmina* will be brought before a prize court. Germany announces that after February 18 it will consider the waters about the British Isles a "war zone," that enemy ships in those waters will be destroyed and that neutral vessels are warned to avoid these waters. The French claim gains between Lille and Arras. Petrograd says the Russians have crossed the Angerapp River in East Prussia and have taken Skempe in the advance on West Prussia. Twelve thousand Turks are intrenching themselves near the Suez Canal.

SATURDAY, February 6.—Russia announces that her troops have taken the offensive west of Warsaw and have crossed the Bzura at its junction with the Vistula, following the defeat of seven divisions of German infantry in a three days battle on the Goumline-Borjimon front. The German War Office says the Russian attacks have been unsuccessful.

To Be Continued Next Sunday.

BLAME HIGH RATES ON PORT CONGESTION

War Requirements Upset Dock and Labor Demands Say British Shipowners.

NO TONNAGE DEFICIENCY

Special Correspondence in The Sun.

LONDON, Jan. 26.—That the demands for overseas transport exceed the supply on certain routes and that the abnormal distribution of tonnage which followed the outbreak of the war is the indirect cause of high freight rates, is the conclusion reached by representatives of the shipping industry in a report just submitted to the President of the Board of Trade.

While taken as a whole the relation of shipping tonnage to trade ports is no deficiency, congestion at ports is an important factor in hindering the flow of trade.

Taken together the general overseas trade of the world must have been reduced by at least as much as that of the United Kingdom—by as much as 30 per cent., say the investigators. "There is one further point that must be taken into consideration, and that is the effect of the excess of the local demand for shipping tonnage. The rates of freight for coal in this country the Mediterranean are obtaining large supplies from the United States. The rates of freight current up to the end of October bear out this view."

"It must be further borne in mind that, apart altogether from the effect of the excess of the local demand for shipping tonnage, there have been valid reasons for a very substantial advance in freight rates, for example: (a) The great advance in the working expenses of the voyage, including wages and coal; (b) The great advance in the cost of shore labor; (c) The extraordinary delays in port; (d) The prolongation of many voyages under Admiralty orders to avoid war risks; (e) The loss of passenger traffic which leaves the cargo freight as the main source from which the cost of the voyage has to be provided; (f) The serious falling off in export cargoes from this country; (g) The cost of war risk insurance."

"High freights are very attractive, but at the present time they are most speculative. If reasonable despatch can be obtained in the loading and discharging of cargo, a big profit can be made, but a great part of that profit can be swept away by delays. Further, the uncertainties as to the time the voyage will occupy makes it impossible to make business engagements ahead, and therefore the present is as much a gamble as the future. At substantially lower freights the profits would be as good, and the business would be on a far sounder basis."

The congestion of traffic in the ports is regarded as a serious necessity; consequence of the nation's attempt to meet the military requirements for men and appliances and at the same time to carry on the ordinary overseas trade. The investigators point out that the military demand for troop trains, store trains, engines held in reserve against emergencies and for siding accommodations is heavy. In addition, the coaling of the fleet has created a new and extraordinary traffic.

Admiralty requirements also are interfering seriously with the working of the docks. At some ports, such as Southampton, the entire quay space has been taken for military purposes. Military requirements on labor are heavy. "Not only have many men been taken, but it is the case of them who have gone," says the report. Again, "owing to the demands of the Admiralty, there is the greatest difficulty in obtaining both officers and crews. Sailings are being constantly delayed for this reason. It is clear that even if further ships could be provided there would be the greatest difficulty in manning them."

As remedies for the existing congestion the shipowners urge the pooling of all railway trucks and carts, the need for more barges, the provision of temporary additional sheds, the removal of the sugar stores to inland centres and an inquiry as to the minimum number of ships necessary to maintain the transport services.

The report is signed by sixteen representative owners, the Hon. Noel M. Farrer, secretary to the Chamber of Shipping, and Sir Norman Hill, secretary to the Liverpool Shipowners' Association.

CONGESTION RELIEVED.

Conditions at Port of London Greatly Improved.

WASHINGTON, Feb. 6.—The British Ambassador received today the following notice from the London Government:

"You may make public the fact that congestion at and in port of London has now greatly abated; only a very few ships are now at Gravesend awaiting berth, and delays to which vessels have formerly been subjected no longer are expected. Landing is sufficient for necessities of the port."

"At Liverpool delays are less than they were and they will be further reduced owing to arrangements being made by a committee representing the principal port authorities of Great Britain."

EMDEN SAILORS NOT LANDED.

Special Cable Dispatch to The Sun.

ROME, Feb. 6.—The Foreign Office denies the report issued in Berlin that part of the crew of the Emden which escaped from Cocos Island on a ship and which was commanded by Lieutenant-Commander von Muecke had reached Hodeida, Arabia, in safety.

BRITISH SEA TRADE FALLS.

Foreign Commerce Declines, Though Food Imports Increase.

LONDON, Feb. 6.—Figures prepared by the Board of Trade show that during January imports decreased by \$3,020,000 and exports by \$9,750,000. Food imports increased by \$26,250,000, but manufactured articles and raw materials decreased heavily, cotton alone falling off \$17,500,000.

NORWEGIAN SHIP SEIZED.

Japanese Haul Vessel on Way to San Francisco.

TOKIO, Feb. 6.—The Norwegian steamship *Christian Ross*, from Shanghai, January 27, for San Francisco, by way of Japanese ports, has been seized by Japanese warships on the ground of irregularity in her papers. She will be taken before the prize court at Sasebo.

SHOE SALE

Continued

20% Discount

The perfection of shoe construction is attained in these exclusive winter models. This sale offers unusual opportunity to obtain them economically.

Our shoes are sold in our own shop only.

Button and Lace Boots for Men and Women.

FRANK BROTHERS

Fifth Avenue Boot Shop, Fifth Avenue, Between 26th and 27th Sts.

No mail orders filled at discount prices.

FRENCH DEFEND SUEZ CANAL.

Two Warships Give Effective Aid to British.

Special Cable Dispatch to The Sun. PARIS, Feb. 6.—M. Victor Augagneur, Minister of Marine, has issued the following statement regarding the part played by French warships in defending the Suez Canal against the Turks: "The French warships *Requin* and *d'Entrecasteaux* contributed effectively to the defence of the Suez Canal against the attacks by the Turkish army on February 3. The *Requin* silenced the enemy's heavy artillery and the *d'Entrecasteaux* scattered large bodies of the attacking troops. There was no loss on either ship."

THE GOEBEN CRUISING AGAIN.

Repaired Cruiser in Bosphorus Preparatory to Putting to Sea.

Special Cable Dispatch to The Sun. PARIS, Feb. 6.—It is reported from Constantinople by way of Berlin that the battle cruiser *Goeben* has been repaired and refitted and is now cruising in the Bosphorus preparatory to putting to sea.

LE BRAZ COMING HERE SOON.

Breton Poet About to Begin His Trip to United States.

Special Cable Dispatch to The Sun. PARIS, Feb. 6.—Armand Le Braz, the Breton poet and prose writer, is about to start for New York. He is already known in the United States as a lecturer and his present trip is at the invitation of the University of Cincinnati.

M. Le Braz will deliver lectures on behalf of France in the education of the part of the Panama Pacific Exposition at San Francisco.

CHRISTIANIA WATERS PERILOUS.

Special Cable Dispatch to The Sun.

CHRISTIANIA, Feb. 6.—The Admiralty has declared Christianiafjord waters dangerous owing to drifting mines from the Skagerrack.

SKAGERRACK OLD YACHT SINKS.

Essex, Conn., Feb. 6.—The houseboat *Dauntless*, once a famous schooner yacht and several times a contestant in transatlantic races, sank at her moorings here late last night. She was built at Mystic in 1866. Her most famous race was that with the *Coronet* for a purse of \$10,000, which she lost. Her last owner was Col. C. L. F. Robinson of Hartford.

BELGIAN FUND NOW HAS STATE DEPOSITS

Contributions to Be Sent to Seaports in Carload Lots.

OTHER FUNDS GROWING

The Commission for Relief in Belgium announced yesterday that it had perfected arrangements for 100 inland assembling depots in various States, thus giving each State opportunity to bring together by express or parcel post its contributions and send them to the seaports in carload lots. The new York depots are located at the Bush Terminal in Brooklyn, the Security Storage and Warehouse Company in Albany, the Buffalo Storage and Warehouse in Buffalo and the Flag Storage Warehouse in Syracuse.

Instructions have been sent out regarding the condition of kind of clothing wanted. Quantities of shoes worn heavily have been sent, disapproved, and undergarments too worn to be used. These and similar articles are of no use. Some of the women's wear in particular has been such that the Belgian women have refused to accept it. "There is a limit to the courage which a woman will show in making herself conspicuous by wearing strange costumes," says the commission's circular.

The Riverside-Spuyten Duyvil-Kingsbridge branch of the Red Cross, of which Mrs. Edward C. Deland is president, has sent a trained nurse to France to report on conditions and expects soon to be supporting a chateau as a lying-in hospital. Additional nurses will be sent abroad as needed. Provision for the employment of a nurse for one year has been made by Mrs. Cleveland H. Dodge. More than 2,000 packages of clothing have been shipped by the branch. The Boy Scouts have given money, the Kings-Whitson School has given a benefit theatrical performance, and church societies have contributed to the fund.

MANY IDLE IN SPAIN.

Famine Threatens Farmers in Canary Islands.

MADRID, via Paris, Feb. 6.—Unemployment is increasing through Spain and is causing much distress, especially in the provinces of Huelva and Almeria. An increase in the number of idlers has met with vigorous protests from the farmers in the Canary Islands, who already are threatened with starvation as a result of the embargo on the export of fruit.

RUSSIA PERMANENT FOE, SAYS AUSTRIAN

Vice-President of Lower House Looks to Ultimate Peace in West Europe.

Special Correspondence to The Sun.

BERLIN, Jan. 21.—Engelbert Bernstorff, Vice-President of the Austrian Abgeordnetenhaus (lower house), in an article for the *Berliner Tageblatt* headed "Why Russia Must Be Crushed," says:

"Against France we bear no grievances. The last elections in France showed that the French people wanted peace. The republic is the unfortunate victim of this war."

"Not so with England. We in Austria stand by Germany, which wants an equal chance with Great Britain on the seas."

"Nevertheless, it should never be forgotten that England as well as France belong to the Western Powers and that, however difficult it may be for some time, we must ultimately become friendly neighbors of these nations."

"Russia, however, is for us the real enemy. If Austria is to continue to exist, we must at length tame the trouble maker, whose insatiable hunger for territory, coupled with a gift for intrigue, continually threatens Austria's existence, keeping it in everlasting danger of war. Austria cannot afford to let the Balkans come under the influence of Russia. Russia knows that the way to Constantinople leads over Berlin and Vienna, because she knows that the alliance between Austria and Germany cannot be shattered."

GIVER TO PRINCESS OF POIX FUNDS SENDS DRESS CLOTHES.

A dress coat, vest and tie were included in a package of sweaters, socks and mittens received yesterday by the Princess of Poix fund. In accordance with the suggestion of the sender, Rose Magee of Westchester, N. Y., the dress clothes will be sent as an addition to the Bundle Day collection and the other garments will be forwarded to Paris.

Word comes that there is still great need for warm garments among the destitute French and Belgian families in Paris. The King will receive yarn, money for yarn or woolen clothes to be forwarded to the Princess of Poix in Paris.

CUNARDER LOSES PROPELLER.

The *Thracia* Drifts Helplessly in White Sea, Is Reported.

BERLIN, via wireless to London, Feb. 6.—According to despatches from Christiania, the Cunard Line steamship *Thracia* has lost her propeller and is now drifting helplessly in the White Sea.

The *Thracia* has on board a cargo valued at 18,000,000 kroner (\$4,800,000).

A Suggestion to Business Men and Women

HIGHEST efficiency comes of relaxation and recreation which brings you to your work with a refreshed mind, clear eyes, heightened interest and inspiration. No business man—nor woman—needs a physician to tell him that!

And of all recreations, the most adaptable, the most universal in its appeal is *MUSIC*.

The man or woman of business who seeks wholesome, inspiring, truly vitalizing relaxation, will find it in this most elemental of arts.

Will find, as well, in *making music* an outlet for that delightful side of the personality which the exactions of business hold suppressed during the working hours—an expression for the beauty of rhythm and harmony of which every soul holds its measure.

Music is as available to you as to the skilled and talented pianist. Physical restrictions are set aside, and the wonder of *expression* in music is made yours, through

THE PIANOLA

You need The Pianola in your home. You need it for the greater physical and mental efficiency it will bring, for the musical inspiration and guidance it will provide for your children, for the great social charm it will add to your home. And the outlay re-

quired to secure this wonderful instrument, with its many benefits, is so small that to be without it is simply unjustifiable from a business standpoint. The following offer is an example of the very liberal terms upon which every model of The Pianola may be purchased:

The Stroud Pianola

A splendid piano that has been endorsed by the greatest musicians united with the incomparable Pianola-action - - - - - \$550

Music Roll Cabinet

In handsome mahogany to match The Pianola. Capable of holding 60 music-rolls - - - - - \$22

Home Library Subscription

Thirty dollars' worth of music-rolls of your own selection - - - \$25

Complete Combination } \$597

(Delivered to your home on payment of \$25—balance in convenient amounts as low as \$15 per month. This combination may be obtained, in New York, only at Aeolian Hall.)

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